

Revised Memorandum of Understanding

Between

The Federal Highway Administration

And

The Alabama Department of Transportation

**PROJECT DEVELOPMENT GUIDELINES FOR THE  
ALABAMA TRANSPORTATION REHABILITATION AND IMPROVEMENT PROGRAM**

This Revised Memorandum of Understanding (MOU) is entered into between the Federal Highway Administration (FHWA), Alabama Division and the Alabama Department of Transportation (ALDOT) on this 12<sup>TH</sup> day of MARCH, 2014. This revised MOU supersedes the original MOU dated October 5, 2012.

**PURPOSE**

The purpose of this revised MOU is to document procedures for management and oversight of project development utilized by Local Public Agency (LPA) sponsors participating in Title 23 eligible transportation projects comprising the Alabama Transportation Rehabilitation and Improvement Program (ATRIP).

**INTRODUCTION**

ALDOT will undertake an approximately \$1,000,000,000.00 federally funded program to rehabilitate and improve local transportation infrastructure. ALDOT plans to use Grant Anticipation Revenue Vehicle (GARVEE) Bonds to finance a portion of the construction-related project costs. In accordance with GARVEE Bond Guidelines published by FHWA in August 2000, the federal share of each project will be financed at a maximum of eighty (80) percent with GARVEE Bonds, except where federal guidelines allow a different percentage. The twenty (20) percent matching funds required, except where federal guidelines allow a different percentage, will be provided through non-federal funding sources. Projects receiving these funds will be recommended by the ATRIP Advisory Committee based on criteria to include but not limited to safety, economic impact, industrial impact, educational impact, connectivity, project delivery, partnerships and innovation. Selected projects will follow current federal requirements.

**PROJECT DEVELOPMENT**

The LPA is responsible for the project development phase. The project development phase is defined as that work necessary to advance a project through construction authorization by FHWA. The various Bureaus, Divisions and Regions of ALDOT will work in conjunction with the LPA providing guidance and oversight during project development.

Once a project is selected, the LPA should contact the ALDOT Innovative Programs Bureau and their respective Division/Region office to begin project initiation and environmental coordination. ALDOT anticipates many of the ATRIP funded projects to qualify for a Programmatic Categorical Exclusion (PCE) through FHWA. For those projects not qualifying for a PCE, ALDOT will oversee the process of coordinating with FHWA and necessary resource agencies to obtain environmental clearances.

ALDOT Division/Region offices will provide design management oversight for ATRIP plan development. These offices will work in combination with various ALDOT Bureaus on specific project phases, as warranted. The Division/Region office will advance projects through the Plans, Specifications and Estimates (PS&E) review phase and will then forward the construction plans to the appropriate Bureau. Those Bureaus will oversee the aspect of work associated with their office's involvement before final plans are approved and sent to the ALDOT Office Engineer Bureau for letting.

Projects involving bridge design shall be submitted for review and acceptance by the State Bridge Engineer. Bridges utilizing ALDOT's Precast Standards and pile bent construction shall be designed in accordance with ALDOT Guideline for Operation (GFO) 3-70. All other structures shall be designed using Allowable Stress Design methods following the 17<sup>th</sup> Edition of the AASHTO Standard Specifications for Highway Bridges and latest interims and the ALDOT Structures Design Manual. Design flood frequencies will be addressed in accordance with ALDOT GFO 3-39.

For geotechnical investigations, ALDOT Procedure 398 shall be followed for structural designs, except for precast bridges on pile bent foundations, where GFO 3-70 shall govern. For projects which require new roadways, ALDOT Procedure 390 shall be followed. For projects which are strictly resurfacing in nature, ALDOT Procedure 390 and the requirements for performing Falling Weight Deflectometer (FWD) testing will not apply.

For materials testing, ALDOT Division/Region Materials Engineers will be responsible for approving materials reports for ATRIP projects. Materials testing will follow the ALDOT Testing Manual in regards to type and frequency of tests. Independent Assurance Samples & Tests (IAS&T) will be required for these projects as currently completed for county projects utilizing federal funds. The Division/Region will be responsible for ensuring that testing is performed per ALDOT testing procedures. The Division/Region Materials Engineer will be responsible for signing the IAS&T certificates for ATRIP projects.

Right of way acquisition processes will follow procedures as outlined in the LPA Right of Way Acquisition Manual as posted on the ALDOT Right of Way Bureau webpage.

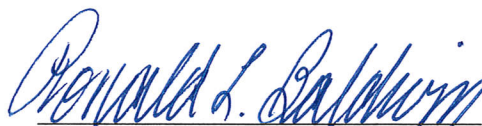
**RECOMMENDED:**



Edward N. Austin, P.E.

Innovative Programs Engineer

Alabama Department of Transportation

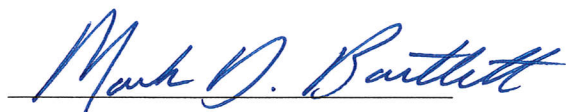


Ronald L. Baldwin, P.E.

Chief Engineer

Alabama Department of Transportation

**APPROVED:**



Mark D. Bartlett, P.E.

Alabama Division Administrator

Federal Highway Administration

Date: 03-12-2014



John R. Cooper

Director

Alabama Department of Transportation

Date: 03-12-2014